

## Jacks

### Kimball

The features of the Kimball ball-bearing jack are its long handle and easy method of operation. Ball-bearings carry the lift and thrust, reducing friction. The top is made of hardened steel with a diamond-pointed surface, which prevents the jack from slipping. It is furnished in three sizes. The No. 1 has a minimum height of 9 in. and an extended height of 15 in. Number 3 is furnished with a minimum height of 11 in. and maximum of 18 in., while No. 4 has a minimum height of 12 and maximum extension to 20 in. The heavy-duty type Kimball jack is not only adaptable to truck and motor car use but can be used as an all-around jack in machine shops. This jack has a 45-in. handle. Prices \$4.50, \$5 and \$5.50 respectively for No. 1, 2 and 3; heavy-duty \$15. E. W. Mann, Milford, Conn.

### Buffington

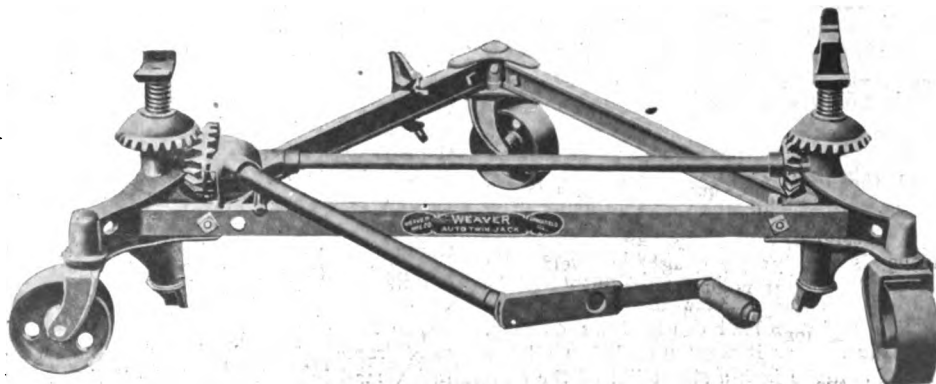
The Buffington is a tire-saving jack. It is made of  $\frac{1}{2}$ -in. round stock and has a foot 5 by 8 in. The finish is black enamel, and the part that comes in contact with the car is wood provided with holes to raise and lower the block to accommodate different height wheels. Four jacks comprise a set. C. A. Buffington & Co., Berkshire, N. Y.

### Hartford

The Hartford jack consists of a set of ingeniously arranged gears which convert the easy strokes of the handle into powerful lifting effort. These gears are of steel accurately machined. A tough malleable-iron case houses them. A long handle takes the operator's hand clear of contact with car or ground as well as facilitating the placing or removal of the jack. The Hartford jack comes in black enamel with gold striping. Price, \$8. Edward V. Hartford Co., Inc., Jersey City, N. J.

### Rees

The Rees jack has a worm-gear drive and obviates getting under the car to place the jack in position. The long handle



Weaver jack for use in garages

makes the operation easy and is attached to the jack by a universal joint which permits the operator to stand tangent to the jack in case unevenness of the ground makes this desirable. It lifts steadily and noiselessly and lowers in the same way. There are no springs, pawls or ratchets. There are two sizes, the 2-ton size for motor cars and the 5-ton for trucks. Prices, \$8 and \$15 respectively. Service Corp., Pittsburgh, Pa.

## Gemco

The Gemco service jack is an all-steel construction except the long wood handle. Steel is used for everything but the supporting arm and wheels, which are made of castings. These jacks are called the One-Stroke jacks inasmuch as but one movement of the lever is required to lift the car. It requires but 2 sec. to raise the car, it is said. The Gemco service jack weighs 32 lb. Price, \$15.—Gemco Mfg. Co., Milwaukee, Wis.

## Brunk

The Brunk jack is for heavy-duty work. It has a lifting capacity of 5000 lb. and weighs about 100 lb. It can be used for loading and unloading cars for shipment. A car can be shifted in any direction or turned completely around in its own length. It can be raised from 9 to 22 in. The jack is made of malleable iron and steel. The sector arm is engaged on spur gear mounted with a movable shoe, which is kept in a horizontal position by a regulating rod. The frame is mounted on four casters which rest on housed ball bearings yoked on a cone swivel. The handle is in two sections in addition to gear handle. Price, \$30.—Brunk Mfg. Co., Marion, Ind.

## Cady

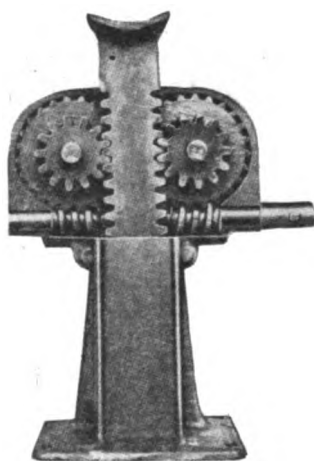
The Cady automatic jack is designed to lift the entire car. The carriage of the jack is adjusted to the height of the front axle of the car and the car is simply run over it. The front axle rests upon the carriage and the momentum of the car carries it up the front incline. As the carriage goes up the front incline the rear of the incline raises the rear of the car, lifting the tires 1½ in. from the floor. To remove the car from the jack requires but a slight movement of a small lever. It is made for all makes of cars, with a special size for Fords.—Cady Patent Appliance Co., Cleveland, Ohio.

## Gibraltar

The Gibraltar jack is of the gear type, operated by a long handle, making it unnecessary for the operator to get under the car. The standard height of the jack is about 12 in., and it can be raised to 18 in. It weighs about 10 lb. and will raise a car weighing 3 tons. Price, \$7.50.—Gibraltar Jack Co., New York.

## Peteler

The stroke of the Peteler is very short and the lifting action quick. It raises ¾ in. with each stroke of the lever. The jack is so designed that every raise of the lifting bar is immediately caught and held. To lower the load it is only necessary to turn a small handle, which reverses the action and the load comes down quickly, step by step as it went up. When all the load is off the jack a slight lift of the handle allows the lifting bar to drop the remaining distance at once and the jack can



Rees jack

be withdrawn. It is built to lift 3000 lb. The lifting bar is steel, with tool steel pawls. Other parts are of pressed steel. Price, \$6.—Coe-Stapley Mfg. Corp., Bridgeport, Conn.

## Beard

The Beard tire-saving jack for Ford cars is made entirely of steel and operates on the hub of the wheel. It works by the simple process of pushing down on the lever with the foot. The sliding bar is made double and slips over a standard clip attached to the bottom of the jack frame. Should one downward thrust of the lever not be enough to raise the load, other lifts can be made by simply inserting cotter pins at the bottom end of the sliding bar and again pressing the lever down.—The Beard Auto Lift Co., Pleasant Lake, Ind.

## Barret

Barret jacks for passenger car use are provided with a foot lift of the sliding type which may be set instantly at any height on the rack to fit under the car axle. In operating the handle falls, working against a rack which lifts the jack one tooth at each stroke. The up and down movement is controlled by a conveniently located lever. The Barret universal jack is automatically reversible and may be operated with strokes of any length. The ratchet mechanism is of improved design and turns the screw by machine-cut bevel gears. The base and frame are of malleable iron, and all bearing surfaces are machined. The universal model is adapted especially for passenger car work. Price, \$7.50.—Duff Mfg. Co., Pittsburgh, Pa.

## Four-Wheel

The Four-Wheel jack lifts the entire car. It consists of two lifting units and a chain connection. The frames can be tilted at any angle and a powerful differential jack screw pushes the car forward a few inches, bringing the frames to an upright position and elevating both front and rear end of the car. Adjustments are provided for different wheelbases. The car on entering the garage passes over the device, and it is only necessary to place the frames in position and turn up the jack screws.—Reading Automobile Co., Reading, Pa.

## Lane

The Lane jack is made with a pressed steel frame and steel lift bar having accurately machined notches. The lifting lever is made with a broad handle long enough to reach well away from the car or its equip-

ment. The handle is collapsible in the center, so that the whole equipment may be folded into a small unit. Four models are furnished, in capacities from 1800 to 3000 lb. Price, from \$1.75 to \$3.—Lane Brothers Co., Poughkeepsie, N. Y.

## Jiffy

The Jiffy jacks contain only seven moving parts, and all work is done on the down stroke. Seven types of jacks are furnished, from the light passenger car type to heavy-duty jacks for trucks, etc. The one known as the Easy-Lifter model will lift from 10 in. to 15½ in. and has a capacity up to 3000 lb. It weighs 5 lb. The company also makes two types of tire-saving jacks fitted with a base of suitable size so the car will not tip. On the regular types of jacks the handle swings in a short radius making the jack suitable especially for cars with a long overhang.—Jiffy Jack Co., Cleveland, Ohio.

## Buckeye

Buckeye jacks come in a variety of sizes. The line of motor truck jacks is especially complete and sizes can be had from those for the lightest delivery vehicle to the largest truck. They are made of malleable iron and heat-treated drop forgings. There is a spacious top on all the jacks designed so that the paint will not be marred on the car. The midget of the line has a capacity of 1000 lb. and weighs about 4 lb. The largest jack is for 5-ton trucks. Between these two sizes are jacks designed to take care of all passenger car work. All are of the ratchet and pawl type.—Buckeye Jack Mfg. Co., Alliance, Ohio.

## Reliable

The Reliable jacks are built in both the screw type and ratchet and pawl type. They are made in sizes up to 8 tons capacity. There is also a complete line of tire-saving jacks, all of which are readily adjusted for various heights of wheels, except the 20-Century tire saver, which is a very simple lever and stand. The No. 45 jack is suitable for capacities up to 1½ tons and weighs 8 lb. The adjustment range is from 12 to 20 in. It is known as a single-acting jack and raises on the down stroke only. It can be reversed instantly and lowered automatically. Price, \$1.75. Elite Mfg. Co., Ashland, Ohio.

## Eureka

The Eureka jacks are made in both the screw and ratchet and pawl types. The line also includes several models of tire-saving jacks. The Eureka No. 1 is designed for cars weighing from 2000 to 3000 lb. It has an adjustment of 10½ to 17 in. and weighs 5 lb. The Eureka King is a combination of both types and suitable for cars up to 2 tons. It has an adjustment of from 9 to 19½ in., weighs 7 lb. and comes with a wood handle. Price from \$1 to \$5. Ashland Mfg. Co., Ashland, Ohio.

## Pratt

Pratt jacks are made in both the screw and ratchet types and include all varieties from a light passenger car jack to the heavy-duty garage type. The ones for passenger cars are made of malleable iron and consists of only six parts. They raise or lower the load one notch at a time on the downward stroke of the handle, a small trigger determining whether the load is to be raised or lowered. The No. 17 jack is

for garages and has a very long handle. The rollers on the base permit it to be slipped under a car without getting under it. The Pratt Three-Wheel garage jack consists of a triangular frame with two screw-type jacks mounted on three steel wheels. This type is made with hinges so it can be folded into a small space. William E. Pratt Mfg. Co., Chicago.

#### Weaver

The Weaver twin jack is for garages and has three wheels for quick movement. Two jacks are mounted on the steel frame operating on the screw principle. A long handle is provided for manipulating the screws and both are operated in unison. An extension is provided for this jack for cars which have a long rear overhang. The jack puts the car on casters and comes in two sizes. The lighter has a capacity of 4000 lb. and the heavier 8000 lb. Prices, \$20 and \$36 respectively. Weaver Mfg. Co., Springfield, Ill.

#### Ekern

Ekern jacks or stands are especially useful in garages and shops where it is difficult to find anything to place under the car to hold it up when work is done on the axles, etc. These stands are made of steel throughout and are light in weight, being only 11 lb. each. They can be adjusted to any height from 20 to 37 in. Price, per set of two stands, \$6. Ekern Brothers, Flan-dreau, S. D.

#### Norwood

The Norwood jack is a combination instrument consisting of a caster with four buttons on the top of the casters, which are shaped to hold round ends of the base on the jack. The jack is fitted with a long handle. One can use the jack alone or the caster alone or, if desired, both for higher blocking or changing the position of the car. Three sizes are made, for light, medium and heavy cars. Prices from \$6 to \$12. Automobile & Accessories Mfg. Co., Baltimore, Md.

#### Simplex

The Simplex is made in a variety of styles and sizes, from passenger car models to heavy garage types. One of the leaders in the line is the No. 45 geared type. This is a powerful jack that operates with little effort, due to the unusual gear construction. It is suitable for passenger cars and trucks up to 3-ton capacity. A readily attached shoe is provided to increase the possible lifting height over 2 in. Templeton Kenly & Co., Ltd., Chicago.

#### Standard

The Standard DeLuxe and Leader jacks are of the rack and pawl type and of the bevel gear type. They come in various sizes. There is also a tire-saving jack in the line which may be adjusted to any height of axle, and then pressure of the lever lifts the wheel from the ground. In the ratchet and dog types, slipping or dropping is prevented by an automatic lock. National-Standard Co., Niles, Mich.

#### Badger

The Badger line of jacks includes a full assortment for all kinds of work. The No. 10 screw jack supplies the demand for a device which by the use of a long handle can be set under the axle. This is espe-

cially desirable on cars with a long overhang. Because of the long handle these jacks are easy to operate. Ball bearings are fitted, packed in dirt-proof housings. Adjustment for up and down travel is made by a thumbscrew. Walker Mfg. Co., Racine, Wis.

#### Detroit

The Detroit jack is an all-steel device designed for use as a tire saver or for storing cars. It has a straight lift and locks by passing the center. The lever folds neatly over the base and is out of the way. The leather-faced swivel mounted directly on top adapts it for use in any position either under the axle or hub of the wheel. Price, \$6 for set of four. Auto Jack Works, Angola, Ind.

#### Oliver

The Oliver-Samson jack is for light and heavy service. It raises on the down stroke only and can be operated by hand or foot. It also can be tripped instantly by throwing the handle up, or lowered automatically. The bracket is shaped so it can go between the truss rod and axle on some cars. An iron handle is furnished, but a wood handle can be used, if desired. Three sizes are furnished, for cars of from 3 to 6 tons. Price, \$3 to \$8. Oliver Mfg. Co., Chicago.

#### Excel

The Excel jack is for heavy-duty work. It is of the lifting-handle type and has a heavy base fitted with rollers for easy handling. One downward movement of the lever raises the car instantly. There is an easily operated adjustment which fits the jack to fit any part of the frame or chassis. The jack will lift on any car up to 24 in. without blocking. There is also a toe extension provided with a low lift of 4½ in. and a high lift of 15 in. Price, \$18. Randall-Faichney Co., Inc., Boston, Mass.

#### Ellis-Smith

The Ellis-Smith combination jack is so constructed that not only is the front or rear end of a car raised but can be swung

around in any direction. The jack has 10-in. wheel, 3-in. threads and is fitted with roller bearings. There is a 5½-ft. curved handle. The screw lift jack is designed to do the same work as the garage jack but is so constructed that it will handle cars having low bumpers or overhanging parts. Ellis-Smith Mfg. Co., Buffalo, N. Y.

#### Weed

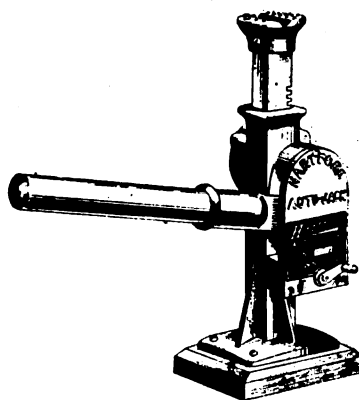
The Weed chain jack is operated by giving a few pulls on the chain, with the operator in an upright position. To lower the car the chain is pulled in the opposite direction. It operates on the same principle as a portable hoist. The jack has a strong cap for an axle support, from which the axle will not slip, it is said. A broad base prevents the jack from digging into soft dirt and upsetting. There is an extra head which may be added, giving an increase in height of 2 in. Price, \$5. American Chain Co., Bridgeport, Conn.

#### Acme

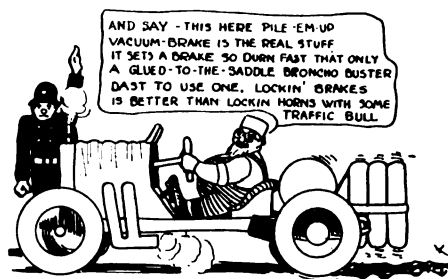
The Acme jack is provided with a rigid folding handle having a crank at one end. The handle can be attached and detached readily, so that the jack can be placed under the car without any difficulty. On account of the quick pitch screw the car can be raised easily and rapidly. Price, \$6.50. I. S. Spencer's Sons, Inc., Guilford, Conn.

#### Hovey

The Hovey jack is one adapted for garage use on account of its construction and the rapidity with which a car can be raised. It consists of a long handle with an adjustable head and the car is raised by placing the jack under the car and depressing the handle. The entire jack is mounted on two steel wheels. The jack is made in two sizes, one 48 in. long and the other 60 in. The former sells for \$7 and the latter for \$10. J. H. Whetstone & Co., Lapeer, Mich.



Hartford jack



AND SAY - THIS HERE PILE-EM-UP VACUUM-BRAKE IS THE REAL STUFF IT SETS A BRAKE SO QUICK FAST THAT ONLY A GLUED-TO-THE-SADDLE BRONCO BUSTER DAST TO USE ONE. LOCKIN' BRAKES IS BETTER THAN LOCKIN' HORNS WITH SOME TRAFFIC BULL